

Bloomfield Citizen.

WEEKLY JOURNAL

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THE CITIZEN solicits contributions from the general public on any subject—political, religious, educational, or social—so long as they do not contain any personal attacks.

All communications must be accompanied by the writer's name, not necessarily for publication, but as an evidence of good faith. Advertisements for insertion in the current week must be in hand not later than Friday noon.

SATURDAY, DECEMBER 28, 1901.

The Grammar of Life.

Long time ago, in 1745, at Swatara, Pa., a man was born whose name has been to the juvenile world "a household word": sometimes a word of terror, but now, as I remember it, a word to conjure with; to wave up scenes and forms long faded and crumbled—Lindley Murray. Did you ever hear of him? And do you not remember his little book, that, like another "little book," was "bitter," and never sweet at all? And don't you remember how finely it was bound, old Ironides that it was, and what was on the fly-leaf—John, or James, or David Somebody's, "his book," and that Lochiel-like couplet—  
"Sweet not this book, my honest friend,  
For fear the galleys shall be your end."  
And who printed it, "H. & E. Phinney," and the year 1800 and something?

Shut your eyes now and you can see every page of that old Grammar; just where the noun began, and the "verb to be," and Syntax, with its terrible code of twenty-two, exactly twenty-two rules.

And how like quarter horses we plunged through the moods and tenses of the verb "Love." Who has forgotten, or who ever can forget, how it went? "I love, loved, have loved, had loved, shall or will love, shall have loved." On we darted, through the cans, and the coulds, and the mights, and the potentals, and the mysterious contingencies of the subjunctive, till we rounded to on the trio of particular tenses that brought up the rear of the marvelous cavalcade of deeds, do, did, and possible, present, past, future, in the great art and science of loving.

And then when you came with him to western New York.

EXPLOSIVE CASKS.

Those That Have Once Been With Nitroglycerin Are Always Nervous.

"One of the most puzzling of the difficult problems that confront the trade is how to get rid of the casks that have contained nitroglycerin," said a man who had been in the business for many years. "The cask, or relation by becomes and so we puzzled and pondered, and passed it over, and learned for the first time, that what a flock of engineers over a wall—of, to, for, by, with, and who has forgotten those queer phrases of conjunctions, that connect and don't connect? and what a Godsend the interjection was in the midst of the fog, with its Oh! Ah! and Alas! Often had we employed it; we understood, felt, appreciated it.

Then the wonderful process they called "Parsing"—wonder if they do it yet? When we used to take complete from the prince of English rhyme, and a row of little cannibals that we were, there stood, beneath the unwinning optics of our teacher, "transposed," "alike mutilated," "paraphrased," "alike butchered," and everything but devoured his immortal lines!

"Do you not recollect how we disposed of—  
In spite of pride, in erring reason's spite,  
One truth is clear—whatever is, is right."  
After much science and little sense, the light used to burst upon our dazed intellects, about once a Winter, that Pope meant to say, and did say, "Whatever is right is right." Do they dream in the grave? Does the bard sleep peacefully yet?

And where's the boy that sat next, in the grammar class? And the bright-eyed girl, that used to whisper the answer so softly to us, and save our juvenile palms many an acquaintance with the oaken ruler—where is she? Does she whisper hope and happiness to anybody still? Are her eyes as bright and her step as light as of old? Or has Death, that great bell, closed her eyes and set a seal upon her lips? Who knows? Who can tell?

And the old schoolmaster, gray as long ago as we can remember—gray before that—does he teach Grammar still? Is his step as firm, and his eye as steel-like gray as it was wont to be? And the ancient schoolmate, old Miss E., who lived in the yellow house next to the village green, and taught us spelling and etymology, as too, is con-jured up by the spirit—Old Murray, and we see her looking over those spectacles, as she used to do when she meant to be "wise." Years have fled; the tenant of the old yellow house is doubtless gone away; and "the places that ease grieve" her shall know her no more.

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The Watessing Station.

TO THE EDITOR OF THE CITIZEN:

SIR: A protest against the proposed abandonment of the present Watessing Station of the Delaware, Lackawanna and Western Railroad was strongly emphasized on Monday last when a committee, consisting of manufacturers, business men, and commuters, met by appointment at the office of President W. H. Truesdale, No. 26 Exchange Place, New York. The Superintendent of the road and Chief Engineer MacFarland were also present. Mr. Chas. Maginn, who was Chairman of the committee, opened the discussion by stating that the committee present were all practical business men, who came there not to ask for the solution of some impracticable problem, but as men with vested interests that had taken years to build up, and which the proposed action of the railroad company would very materially injure. About six weeks ago the Bloomfield Citizen stated at some length the proposed action of the company to remove its depot from Watessing Centre to a point nearly half a mile south, where the road crosses Arlington Avenue. It was the first notice the public had served on it of the road's action. A mass-meeting of citizens was at once called, resolutions passed denouncing the road's action, and committees appointed to wait upon and confer with Superintendent Ketcham; also to wait upon the Town Council and ask its co-operation in the matter, which was duly done, and a committee was appointed to act with the Citizens' Committee. The Superintendent was written to, but his reply was to put the matter in writing and send to him. In reply to a second request for a hearing with him, in which the impracticability of his request was pointed out, his reply was still to put the matter in writing. The slow procedure of waiters prompted the Citizens' Committee to hold another meeting, at which it was decided to make a direct appeal to President Truesdale and ask him definitely if it was the company's intention to remove the station or if it was only hearsay. The citizens were informed by the President that it was the company's intention to abandon the station. They asked that in the interest of the business men, property-owners, and patrons of the road residing in and about Watessing, the matter be reconsidered, as they had been given no opportunity to show the great wrong that must result from the company's proposed action. In the first place, the station was to be taken away from a centre that had taken years to build up, and where there was a handsome Gothic church, a public library, two hotels, telephone station, factories, stores, and interests in general that demand station facilities. Now it was proposed to remove the station to a point where there were no direct roads to reach it, either from Bloomfield or Watessing Centre; a place where there was no business centre and very few houses; a place that if it would be very undesirable for ladies to use after dark without an escort, and unless the Erie Railroad came to the rescue by building a station at the junction of the two roads, it would mean ruin to much of the business in Watessing. Photographs, which showed its buildings and business activity, and also views of the proposed lonely site of the new depot and maps of the district verifying the statements made, were put in evidence.

The committee made very strong representations to Mr. Truesdale, and showed very plainly the injustice that would be done if the station was removed. The argument was made that values of property had been fixed by the fact of a station being in the centre of the community; that manufacturers had located here, paying much higher prices for sites than they could have purchased for elsewhere, but had been influenced to come to Watessing because of ample accommodation afforded by the D. & W. Railroad to enable their help to reach their homes with economy and dispatch. It was also stated by Mr. Taub, of the United States Butter Extractor Company, that representations had been made to him by a responsible official of the railroad company that the company would erect a freight station on Orange Street in close proximity to the alk mill, but that this promise had not been kept. Mr. Taub further stated that he employed over 100 hands, nearly all of them using the Lackawanna Railroad night and morning.

Chief Engineer MacFarland remarked that the company were looking ahead to the future, and that a station located at Arlington Avenue would develop property there, and even though it might be a selfish motive on the part of the men were trying to secure a station there (and he admitted their motive were selfish), yet after all it was in line with the general policy of the present officials of the road that many changes in locations of stations were under consideration.

Mr. Truesdale replied that Watessing was a very important station, and that the company were not going to remove it without the most careful consideration. He stated that the company were not going to remove it without the most careful consideration.

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abandonment of Watessing station, and did not think it right that for the interest of a few men who had vacant lots for sale, that any move ought to be made to help them at the expense of the property owners of Watessing. He said values, rents and taxes had been fixed by the fact of the convenience of a station; that the station was centrally located and easy of access from all directions, and that local business men had opened stores in the Centre because of its being near a station, and it would be a manifest injustice to upset all these values and disturb business interests of all kinds by an arbitrary removal of the station to Arlington Avenue. He further stated that while Watessing was in need of a new station, that the committee were not even fighting for that, but against the abandonment of the present station.

Mr. Truesdale having at a previous meeting announced that Watessing needed a new station, but there was no site available but the present place, Mr. Edgerly replied that he had negotiated with Mr. MacFarland for another site just south of the present station, that Mr. MacFarland had said the company would take it and erect a new station there. Mr. MacFarland said that was so, but that later he had changed his mind in favor of Arlington Avenue. Mr. Edgerly said that he understood that the company thought that the bulk of the commuters would be benefited by a removal to Arlington Avenue, but to confute this idea he had received 54 signatures from a list of 70 commuters protesting against the removal. This seemed to be a surprise to Mr. Truesdale and Mr. MacFarland. He further stated that the location of the present station was so much a wilderness that many of the women folks declared they would not patronize it even in broad daylight, much less would they dare patronize it at night. Photographic views of the location were presented that no doubt were an enlightenment to Mr. Truesdale.

Mr. Wiggins also made some strong representations to Mr. Truesdale, and urged that they secure the plot spoken of, just south of the present station, before some one else secured it for manufacturing purposes.

Mr. Ward, Chairman of the Town Council, also spoke about the fact of there being no streets running directly from the centre of Watessing to the proposed new station, and in answer to a remark Mr. MacFarland, he said the company could not open streets at their pleasure, but that the Town Council and citizens had some rights in the matter.

Dr. Harrison, of the Town Council, was also present, and produced a map drawn by the Town Engineer, which greatly helped the committee and Mr. Truesdale to determine the distances and locations under consideration.

Mr. Underhill, of the alk mill, was the only absentee, as he was unable to be present, but at the previous meeting he spoke out strongly against the removal of the station.

Mr. Edgerly made the point that they not only protested against the abandonment of the station, but also insisted that no material change in time tables should be made, whereby the patrons of the road would suffer.

The result of the conference was that Mr. Truesdale said no immediate steps would be taken in the matter, and that he was unable to say definitely just what would be done, but that before anything was done the committee would be invited to another conference upon the matter. The committee then thanking Mr. Truesdale for the interview withdrew.

Two Happy Little Girls. Two of the happiest little girls in this town on Christmas Day were Ethel Jacobs and Mary Tower. They each received as a Christmas gift a handsome piano. The instruments were purchased through Miss C. D. Milner, resident agent of a number of leading New York piano houses. Miss Milner is known as an expert in judging pianos. She was for several years western agent in Missouri, Kansas and Nebraska for the Steinway, Marshall & Wendell, Fischer, Knabe, Gabler and other standard makes, and her long experience in this line of business has gained her valuable knowledge, and parties contemplating the purchase of a piano will find it to their advantage to consult her before making a purchase. Miss Milner is also an instructor in piano and organ music, and is securing a large patronage here.

The Prudential Girl of 1902. Among the many beautiful calendars issued for next year, one of the most artistic in richness of color or simplicity of design is that which bears the imprint of the Prudential Insurance Company. The calendar is in ten colors, in which the effects of an oil painting are reproduced with remarkable fidelity. The picture is that of a young woman in a gown of white with green leaves and scarlet flowers, and set off with a dark purple hat of the Gainsborough style. The calendar can be had free of cost by addressing the home office of the Prudential, Newark, N. J., and mentioning this paper.

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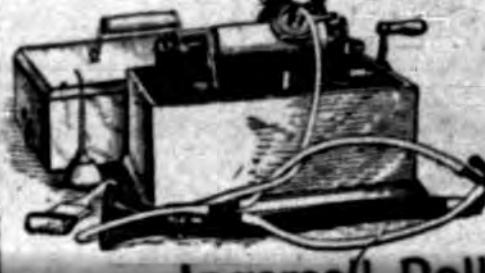
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Underground Wires.

Within six months it is likely Montclair will have no overhead telephone, telegraph, or fire-alarm wires. At a meeting of the Town Council held two weeks ago a resolution was passed notifying the New York and New Jersey Telephone Company to place all its wires under ground and remove forthwith its poles, etc. The company communicated with the Town Council last Monday night, stating that it would comply with the request and that work would begin soon. The Bloomfield and Montclair Telephone Company, which is now a part of the Telephone, Telegraph and Cable Company, has already begun preparations to lay underground wires, and the work will be completed some time during the coming summer. Nearly all of the Montclair fire-alarm wires are under ground and the balance will be placed in subways in a short time. The telegraph company will also be required to do likewise.

Deafness Cannot be Cured

By local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, F. J. CHENEY & CO., 33-35 N. 3rd St., Philadelphia, Pa. Sold by druggists, 75c. Hall's Family Physician, 3 v. and Brokenwood Ave. No. 63, 100r, Telephone 3000, Montclair, N. J.

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